

# The Sydney Morning Herald.

NO 7735.—VOL XLVII.

SATURDAY, MARCH 21 1863.

PRICE FOURPENCE.

## BIRTHS.

On the 3rd instant, at her residence, 121, Darling-street, Woolloomooloo, Mrs. W. Bayley, of a daughter.

On the 14th instant, at her residence, Newtown Road, Mrs. M. Parry, of a son.

On the 14th instant, at her residence, Devonshire-street, Surry Hills, the wife of Mr. Alexander Kerr, contractor, of a daughter, on the 14th instant, at Dungog, Mrs. William Atkinson, of a son.

On the 11th instant, at the residence of her mother, Surry Hills, Mrs. Catherine, the wife of Mr. John Jameson, shipwright, of a daughter.

On the 17th instant, at her residence, Parramatta, the wife of Mr. J. Hack, of a daughter.

On the 19th instant, at her residence, Eastlawn, Mrs. James Giles, of a daughter.

On the 19th instant, at the Vineyard, Parramatta, Mrs. George Langley, of a daughter.

## MARRIAGES.

On the 19th of February, at St. John's Sons Church, Paddington, Sydney, by the Rev. James Milne, James Scott, Esq., Para, Darling, and the officiating Clergyman, to Jessie Ann Milne.

On the 19th instant, at the York-street Synagogue, by the Rev. A. H. Davis, and the Rev. Dr. A. Levy, M.A., of a daughter.

On the 19th instant, at her residence, Eastlawn, Mrs. James Giles, of a daughter.

On the 19th instant, at the Vineyard, Parramatta, Mrs. George Langley, of a daughter.

## DEATHS.

At Aspinwall, N. E., on the 27th of December, 1862, Walter Hart, Esq., 60 years of age, who, though deeply grieved, was the leader of a large circle of friends. He was the builder of all the ships of the Aberdeen Clipper Line trading to this port.

On the 20th instant, at his residence, Duke-street, Balmain, Mr. John Johnstone, of a son.

On the 20th instant, of bronchitis, at the residence of his parents, Bondi Road, Redfern, Mrs. James, Esq., of a son.

At the residence of Mr. Edmund Moore, Castlemaine Hotel, Ararat, Mr. Connell-Jones, Agent, aged nineteen, and nine months.

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## SHIP ADVERTISEMENTS.

## WATSON'S BAY STREAMER.—SUNDAY, March 22nd.—The HERALD leaves Circular Quay, 10.30, 2.30, 5.30, Return ticket, 1s.

## MANLY BEACH STREAMERS, THIS DAY.

Circular Quay Woolloomooloo Manly 8.15, 12.0, 4.5, 5.50, ON SUNDAY, 10.30, 2.30, 5.30, Fare, One Shilling.

S. H. WILSON, agent.

FOR THE MACLACHLAN RIVER.—The favourit ketch MORNING STAR is now receiving cargo. Sails on MONDAY. For freight or passage apply to W. SHORT, Victoria Wharf.

FOR THE MORUYA RIVER.—The ketch NUMBA will sail on SATURDAY at noon. For freight or passage, apply on board, or to THOMAS McCAFFREY, Victoria Wharf.

FOR THE RICHMOND RIVER, going to CORKI and Lismore.—The JANET DIXON now receiving cargo, and sails on MONDAY EVENING. W. WRIGHT, Pacific Wharf.

PELICAN TREE, RICHMOND RIVER.—The schooner SQUALL Apply to J. H. GREEN, Wharf, Bathurst-street.

FOR THE WHARF, PORT STEPHENS.—THE LYDIA is now at BROADFIELD, BROOMFIELD AND WHITAKER, Alston Wharf.

FIRST VESSEL FOR MORETON BAY.—The clipper schooner UNCLE TOM, MAEVENY, master, having the greater portion of her cargo engaged, will have immediate discharge.

For terms of freight, &c., apply to CAPTAIN HARWOOD, on board, or to GEORGE A. LLOYD and CO., agents, George-street.

ONLY VESSEL FOR MELBOURNE.—The MARY and ROSE, having been detained by the inclemency of the weather, will positively clear at the Customs on SATURDAY. Has room for a few tons freight if sent direct.

At present, Captain WILLIAMS, on board, or to THOMAS MALCOLM, 127, George-street.

FOR FREIGHT OR CHARTER.—The sea Al FREDERICK, BRIGHTON, and CO., BRIGHTON, commander of a vessel to Great Britain, or the East. Terms apply to CAPTAIN PUNCHARD, on board, Circular Quay, or to GEORGE A. LLOYD and CO., Lloyd's Chambers, George-street.

CHARTERS FOR GUANO.—The undersigned are authorized to charter Vessels for the conveyance of Guano from the Chinchas Islands to the United Kingdom, BRIGHTON BROTHERS, and CO., Melbourne.

CHARTERED.—Wanted, a VESSEL, for the conveyance of Coal from China to Liverpool, BRIGHTON, IRELAND, and CO., Lloyd's Chambers.

FOR MELBOURNE.—The clipper schooner BRITON'S QUEEN, 160 tons register, now hourly expected, will be despatched four days after arrival.

For freight or passage apply to T. G. SAWKINS, Exchange.

FOR LAUNCESTON.—The schooner W. B. DRAN, Captain TOBIN, is now loading at Cutters' Wharf, and ready for a few days.

For freight or passage apply to T. G. SAWKINS, Exchange.

FOR AUCKLAND.—The steamship GLOUCESTER, and CO., 10, O'Connell-street, Sydney; or to BRIGHTON, BROTHERS, and CO., Melbourne.

STREAM TO AUCKLAND.—THE NEW ZEALAND TRAMSTEAMER CLAUDIO HAMILTON, having sailed for the English main, can take a few more passengers. THIS DAY.

For passage only apply at the Company's Office, Grafton Wharf.

JOHN VINE HALL, general manager.

THE INTERCOLONIAL (NEW ZEALAND) ROYAL MAIL STREAMERS during the ensuing week will leave Sydney each month under—

For AUCKLAND, 15th, and for LIVERPOOL, 16th.

For freight or passage apply to T. G. SAWKINS, Exchange.

WANTED, VESSELS for Timber. Northern Port to Sydney, quite ready. E. CHAPMAN and CO., 19th.

WANTED, VESSELS from 80 to 230 tons register, built for the coasting trade. Apply between 19 and 11 to M. T. BIRCH, 18, Jamison-street.

VESSELS.—WANTED, a number of large and small tonnage, for China, California, and ports in New Zealand, MOLISON and BLACK.

VESSELS wanted to carry Coal from Newcastle to Sydney. Despatch guaranteed. Apply Newcastle Wallsend Company's Office, Exchange, Sydney.

COAL HULK WANTED, to hold 600 tons. HENRY H. BRAUCHAMP, 14, Barrack-street.

THE undersigned is a Cash Purchaser of a VESSEL of 70 tons. J. THORNE, 313, George-street.

FOR FREIGHT OR CHARTER.—A regular trader. The sea Al BRITISH-built barque SORATA, Captain JACK, will be despatched about 1st March.

For freight or passage apply to MOLISON and BLACK, 17, Bridge-street.

FOR ADELAIDE direct.—A regular trader. The sea Al BRITISH-built barque SORATA, Captain JACK, will be despatched about 1st March.

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**THE UNDEMENTIONED SUMS** have been received by P. R. SLOPER, on behalf of the Widow BRENTLEY, &c. Every possible care will be taken to ensure all the benefit to the afflicted ones that the liberal donors could do.

F. E. S. . . . . 61 0 0 P. . . . . 20 10 0  
Mr. Maxwell . . . . . 0 10 6 C. P. . . . . 0 5 0  
A. . . . . 0 2 6 Mr. H. M.G. . . . . 0 5 0  
B. . . . . 0 2 6 Wine . . . . . 0 2 6  
Mrs. Butler . . . . . 0 2 6 A. Hill's mite . . . . . 0 2 6  
Mr. Grogan . . . . . 0 2 6 Mr. Hill . . . . . 0 2 6  
M. . . . . 0 2 6 Mrs. Thorpe . . . . . 1 0 0  
Mr. Oliver . . . . . 0 10 9 Mrs. N. . . . . 1 0 0  
W. . . . . 0 10 9 Mrs. D. . . . . 0 7 6  
Mr. Lavers . . . . . 0 10 0 Mr. Kellar . . . . . 0 5 0  
McDonald . . . . . 0 10 0 One who from personal experience, can feel for the sorrowed others . . . . . 1 0 0  
Malony . . . . . 0 2 6  
Joseph . . . . . 0 2 6  
T. P. . . . . 0 2 6 A. Hill's mite . . . . . 0 2 6  
Mr. Swaney . . . . . 0 5 0  
H. Thorne . . . . . 0 2 6 A. Hill's mite . . . . . 0 2 6  
A. Lady . . . . . 0 1 0 Mrs. Thorpe . . . . . 0 1 0 0  
Mr. Tait . . . . . 0 1 0 Mrs. W. Walker . . . . . 0 5 0  
Fitzgerald . . . . . 1 0 0 Miss Walker . . . . . 0 5 0  
J. Fairfax . . . . . 0 1 0 Mrs. B. Bradley . . . . . 0 5 0  
H. M. . . . . 0 2 6 Mr. F. Tooh . . . . . 0 1 0  
Mr. Francis . . . . . 0 2 6 Mrs. Dodd . . . . . 0 5 0  
Collins . . . . . 0 1 0 W. H. R. . . . . 0 5 0  
Cash . . . . . 0 4 0 E. S. . . . . 0 1 0 0  
Mrs. Prince . . . . . 0 4 0 Mrs. F. Tooh's . . . . . 0 1 0 0  
Mrs. Lewis . . . . . 0 4 0 Mrs. J. Smith . . . . . 0 1 5 0  
Lamb . . . . . 0 4 0  
Mr. Simpson . . . . . 0 5 0 A friend . . . . . 0 2 6 0  
Hibernicus . . . . . 0 1 0 Mr. E. Knox . . . . . 2 0 0  
B. . . . . 0 1 0 A friend, per Mrs. Thorpe . . . . . 0 1 0 0  
Mrs. Dangar . . . . . 0 1 0 Mrs. Ferri . . . . . 0 1 0 0  
Servants . . . . . 0 6 0 Mr. B. Jones . . . . . 0 1 0 0  
Miss Shibley . . . . . 0 2 6 Miss Ferri . . . . . 0 1 0 0  
Schult . . . . . 0 2 6 M. B. . . . . 0 5 0  
Major . . . . . 0 5 0 M. B. . . . . 0 5 0  
B. . . . . 0 5 0 Miss Watt . . . . . 0 1 0 0  
Miss M. . . . . 0 2 6 Mrs. Egles . . . . . 0 1 6 0  
Mr. Buckley . . . . . 1 0 0 H. E. . . . . 0 1 6 0  
T. S. Mort . . . . . 1 0 0 Mr. W. F. Freeman . . . . . 0 1 0 0  
Miss C. . . . . 0 1 0 W. J. W. . . . . 0 1 0 0  
Mr. S. . . . . 0 1 0 Mrs. S. Cohen . . . . . 0 5 0  
Street . . . . . 0 1 0 Mr. M. C. Stephen . . . . . 0 5 0  
Water . . . . . 0 1 0 Mr. Greenall . . . . . 0 1 0 0  
R. K. . . . . 0 2 6 Total amount . . . . . 2 5 3 0  
No. 63-13.

Town Clerk's Office,  
Sydney, 12th March, 1863.

**PERMANENT LEVELS OF UPPER DOWLING-STREET AND LOWER LIPPO-STREET,** between Forbes-street and Darlinghurst, are now given that plans and sections showing the permanent levels of Upper Dowling-street, near Burton and Liverpool streets; and Liverpool-street between Forbes-street and the Paddington Road, as proposed by the Surveyor, for the inspection of the public, and that any objection to the same may be lodged with the undersigned, previous to the final adoption of the said levels by the Municipal Council.

CHARLES H. WOOLGOTT, Town Clerk.

No. 63-14.

Town Clerk's Office,  
Sydney, 12th March, 1863.

**NO CONTRACTORS.—Bidders TENDERS** will be received by the undersigned until 12 o'clock on MONDAY, the 30th instant, for the performance of the unexecuted works, in accordance with the specifications and plans to be seen at the office of the City Surveyor, for the inspection of the public, and that any objection to the same may be lodged with the undersigned, previous to the final adoption of the said levels by the Municipal Council.

CHARLES H. WOOLGOTT, Town Clerk.

No. 63-15.

Town Clerk's Office,  
Sydney, 12th March, 1863.

**NO CONTRACTORS.—Bidders TENDERS** will be received by the undersigned until 12 o'clock on MONDAY, the 30th instant, for the performance of the unexecuted works, in accordance with the specifications and plans to be seen at the office of the City Surveyor.

1. Forming, Balancing, and Blinding Gipps-street, between George and Pitt streets, and Parker-street, off Gipps-street.

2. Forming, Balancing, and Blinding Elizabeth-street, from George to the Circular Quay.

CHARLES H. WOOLGOTT, Town Clerk.

No. 63-16.

Town Clerk's Office,  
Sydney, 12th March, 1863.

**NO CONTRACTORS.—Bidders TENDERS** will be received by the undersigned until 12 o'clock on MONDAY, the 30th instant, for the performance of the unexecuted works, in accordance with the specifications and plans to be seen at the office of the City Surveyor.

1. Forming, Balancing, and Blinding Gipps-street, between George and Pitt streets, and Parker-street, off Gipps-street.

2. Forming, Balancing, and Blinding Elizabeth-street, from George to the Circular Quay.

CHARLES H. WOOLGOTT, Town Clerk.

No. 63-17.

Town Clerk's Office,  
Sydney, 12th March, 1863.

**NO CONTRACTORS.—TENDERS** are requested for enlarging the Windsor School of Arts. Plan and specification to be seen on application to MR. ROBERT DICK, Windsor, to whom tenders are to be addressed, under cover, to the undersigned, not later than Thursday next, 20th instant.

By order of the chairman,  
W. MORTIMER, Council Clerk and Surveyor.

**NO BUILDERS.—TENDERS** are requested for enlarging the Windsor School of Arts. Plan and specification to be seen on application to MR. ROBERT DICK, Windsor, to whom tenders are to be addressed, on or before the 9th of April present.

**TO BUILDERS.—PLUMBERS**, &c.—TENDERS are required for finishing the inferior and sundry other parts of the new school building, Pitt-street, &c. Plans and specifications may be seen at the office of MR. MUNRO, 64, Pitt-street North, where tenders will be received until the 1st April.

**TO BUILDERS.—TENDERS** are required for enlarging a house at Redfern. Plans and specifications to be seen on application to MR. EDMUND T. BLACKET, Pitt-street, &c., who will receive tenders on or before TUESDAY, March 31. No tender will be accepted unless perfectly satisfactory.

**TO BUILDERS.—TENDERS** are required for the PLASTERING of a House in Pyrmont, up to 9 o'clock a.m. of Tuesday next. Specification to be seen on application to the undersigned. The lowest or any tender not necessarily accepted. PETER BRENNAN, Harris-street, Pyrmont.

**TENDERS** will be received up to MONDAY next for putting new plate glass from a shop, George-street, to Mr. J. JACKIE, 51, George-street.

**TO QUACKERMEN.—Wanted, TENDERS** for Executive work. Apply W. FITCHARD, Market Ward.

**TENDERS** required for Shingling a Cottage, Appy. St. Stanley-street, Woolloomooloo.

**T. H. M. M. K. E. P. O. P. L. I. A. N. H. O. I. E. L.** (Messrs. G. & J. COOPER & CO., Engineers).—We have to inform our friends and the public that he has re-opened the above establishment, to which he has added many improvements. The establishment, which has been entirely refurnished, will be carried on under the superintendence of Mrs. Butt.

A SPACIOUS GARDEN at rear, with tropical trees, arbours, and seats—a delightfully cool retreat for the hottest days in summer.

The best BILLIARD ROOMS in the Metropolis.

THE BEST HOTEL AT every o'clock. An excellent DINNER at 8 o'clock every SUNDAY.

Quackermen and practitioners from the country will find here all the delicacies of an English home, host and hostess having determined to devote their entire attention to the accommodation and comfort of those who may honour them with their presence.

STEPHEN BUTTS, wholesale and retail wine and spirit merchant.

THE DALWAY HOTEL, immediately facing Sydney-street, JOHN ST. GEORGE, proprietor.—Diggers, soldiers, families, and others are respectively informed that the substantial comforts of a home are to be found at the above establishment, the situation of which is beyond compare.

The building is of modern erection, with well ventilated rooms, appropriately furnished, and at all times scrupulously clean.

Of the cuisine department little need be said to enhance the already established good character of the house, the tables being handsomely provided with the most substantial and wholesome viands.

The cellar is at all times well stocked with the best wines and spirits procurable in the colony—indeed, persons visiting the Dalway Hotel will find that the most moderate expenditure will procure a highly popular repast, but requires to maintain the standard of a restaurant as being as respectable and economical a restaurant as the city can boast of. Arrangements made for the day or week.

JOHN ST. GEORGE, Railway Hotel, immediately before the Terminus.

A FOUNTAIN OF KNOWLEDGE.—THE KENT LADDER DINING ROOMS, 164, Pitt-street, King-street, are now open to all to be the cheapest and best in Sydney. A liberal bill of fare, comprising soups, fish, poultry, roast or boiled joints, vegetables, and pastry. Charge, one shilling. Persons dining in town, and visitors from the country are recommended to give a trial. Kent Ladder Dining Rooms, 164, Pitt-street, near King-street.

S. LADDER, 164, Pitt-street, King-street.—Visitors to the above Rooms are informed that Hot Supper, no bill of fare, are to be had on the shortest notice at moderate charges.

Scopes Motion picture  
Dress frock Stewed and fried kidneys  
Dress starched  
Dress curved  
Dress raw  
Fried fish  
Ham and eggs  
Pork sausages  
Cold ham  
Poultry  
Tea, coffee  
Hump steak and onions  
Pork chops  
Kent Ladder Supper Rooms, 164, Pitt-street.  
Good Beds.

A SHIPBOARD.—MILTON HOUSE BOARDING ESTABLISHMENT is now open for the reception of Gentlemen and Females, children of all ages. The house is conveniently situated, with large rooms, bath-room and balcony, is pleasantly situated a short distance from the railway station. The salubrity of Ashfield is now well known, and is recommended by medical gentlemen to those of delicate health. Parties hitherto residing there have experienced great comfort from a short stay, ranging appetites and vigour. Gentlemen, however, who are provided with stabling and paddocks, apply at Milton House, Ashfield; or to Mr. GLASS, 162 Pitt-street.

MELBOURNE AGENCY for the SYDNEY PUBLIC of the colony of Victoria are respectfully informed that Messrs. GORDON and GOTCH, of Collins-street, Melbourne, are the only persons authorized to receive advertisements or subscriptions for this journal.

SWEDISH SUITS, all wool, splendid quality. 12a. 6d. E. J. SCRIVENER, Central House, 305, George-

STREET, Sydney. The public are most respectfully informed that Mr. GORDON & JONES has opened two SHOPS in York-street Market, where he deals in mutton and sheep, and with a decided quality of these market price, having on hand a large quantity of Hamburg and Irish pork, which will be sold in small quantities, or by the pound.

THE YANKEE COURIER—Sydney Agency.—Arthur B. Bitt, Bridge-street, has been appointed sole agent for THE YANKEE COURIER, and is authorized to receive money, advertisements, &c., on account of the proprietor.

MRS. MAY is the only authorized Sydney Agent I recognize. No other person is allowed to receive any money on my account.

MR. ARTHUR CUBITT is the only authorized Sydney Agent I recognize. No other person is allowed to receive any money on my account.

THE YANKEE COURIER—Sydney Agency.—Arthur B. Bitt, Bridge-street, has been appointed sole agent for THE YANKEE COURIER, and is authorized to receive money, advertisements, &c., on account of the proprietor.

MRS. MAY has just opened a splendid assortment of Baby Linen and Underclothing. 351, George-street.

MRS. MAY has just joined a choice selection of Infants' trimmings Bassett, 351, George-street.

MRS. MAY has just opened a large assortment of ladies' and children's Underclothing. 351, George-street.

MRS. MAY has just opened a large variety of children's Dresses and Petticoats. Nearly opposite Post Office.

MRS. MAY has just received Nursing Aprons, 8.4 Macintosh. Frock bodies, and ladies' Nightgowns.

MRS. MAY, Sydney Baby Linen, Family Outfitting, and Millinery, 351, George-street, opposite Post Office.

MRS. MAY has just ready a large assortment of ready-made ladies' Dresses. Wrappers, &c.

MRS. MAY has just received Nursing Aprons, 8.4 Macintosh. Frock bodies, and ladies' Nightgowns.

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# THE SYDNEY MONTHLY OVERLAND MAIL.

BY THE NORTHAM.

## SUMMARY OF MONTHLY NEWS.

From 18th FEBRUARY to 20th MARCH, 1863.

February 18th to 27th.

Tenders for the extension beyond Singleton of the Great Northern Railway were opened last Tuesday week.

It has been found necessary again to publish several of the frontier conflicts at Cootamundra, for information and guidance. Some of the skirmishes which have recently been furnished to the editor of the *Ringhanger Gaol*, in order that they may be there submitted to the attention and effective discipline of the Board of Mr. J. C. Reid amongst the prisoners under his charge in that establishment.

A meeting of the Committee of the New South Wales Cricket Association took place at Lawrence's Inn, on Wednesday, 18th February, when it was decided to submit a sum of £100 to Messrs. Isaac, Neale, and Tuks, to ascertain the actual facts of the disputes at the late Intercolonial Cricket Match, and to report them.

The following appointments have been made by the Government.—Mr. James Hosking, late M.L.A. for the Northern Gold-fields, to be Superintendent of the Mint; Mr. Alfred T. Pitt, late M.L.A. for the Eastern Division, to be Minister of Finance; Mr. David Bowes, late M.L.A. for the Northern Overland Route, Minister of Works; Mr. Lewis, late M.L.A. for Northumbrian Island, Examiner of Coal Mines, with a salary of £200 per annum; and Mr. Arthur Macarthur (the youngest son of the late Hon. H. Macarthur Esq.), Sub-Commissioner of Gold-fields.

Captain Robert Edgar Adams of the Shah Jehan, in command of a native month, had died on his passage from Shanghai to India, leaving his wife and daughter in a great measure unprovided for.

A grand pyrotechnic display took place on Friday night, the 20th instant, in the Inner Domain. The proceeds were devoted to the Volunteer prize-shooting fund. There was a large concourse of persons present.

The annual meeting of the Pitt-street Penny Bank in connection with the Congregational Church in that street, took place in the School-room adjoining the church on Friday week.

The inquest on the late fat at Windsor was concluded on the 26th ultimo. The cause of the conflagration was not ascertained, but it is believed to have originated in a water passage.

A man, named Henry Rees, committed suicide at the Darling Harbour Inn, in Market-street, on Friday, the 27th ultimo, after spending a pleasant day with his son Edward Boyd, who had been arrested on suspicion of the murder of his father.

A coachman, named John Smith, received a severe kick from a horse on Saturday last. The sufferer was removed to St. Vincent's Hospital.

On Monday evening last, the Coonabarabran steamer, leaving with a heavy load, struck a rock, and was driven ashore.

The Maitland Circuit Court was opened on Monday last by the Chief Justice. Patrick Hutchinson pleaded guilty to the charge of forgery. He was sentenced, on 3rd instant, to ten years' hard labour.

Robert Thompson, convicted of forgery, was sentenced to five years. Peter Hindmarsh, found guilty of horse-stealing, was on the following day sentenced to seven years for the roads.

A man named Endler, found guilty of manslaughter, was sentenced to life imprisonment.

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On Tuesday, James Casey was convicted of manslaughter, and George McDougall of horse-stealing. On Wednesday, Casey was sentenced to three years' hard labour.

Mr. Charles Ledger has received a present of three name and eight eves from some admirers in England of his public services.

Mrs. Freeman, Brothers, have brought out a fine exhibition of photographic views of the Orpheus, the steamer "Wichita," on her arrival.

The picture is the reproduction of a drawing by Lieutenant Elton of the Mirinda.

It is anticipated that, during July and August, the first intercolonial cricket match will come off between New South Wales and Queensland.

The foundation of the Bombala school was laid, with Masonic honours, on the 2nd instant. Notwithstanding the presence of a large number of persons were present at the ceremony.

The warden of the Bathurst gaol has been committed for negligence in permitting the late escape of prisoners from that place of confinement.

Mr. Sturt, on the Yarram, has written to the *Advertiser* detailing the results of his experiments in cotton growing.

Captain Hodge gave chase to a bushranger on the road to Maitland, a few days ago. The fugitive had previously been in the company of the desperado, character being, of course, unknown. The man escaped, in consequence of the fleetness of his horse, but appears to have been wounded.

A number of persons, including many of the leading gentlemen of this city, assembled on Gubthorpe's wharf on the 19th instant, to witness the launch of the first steam vessel of any size ever built in the colony. The steamer measured 177 tons register (or 300 tons burthen), and had a 40-horse power engine, driving a three-bladed screw. She was named, by Mrs. P. N. Russell, "The Commodore." Burraffet, after the lamented naval commandant of this station, whose sad fate is in the memory of all.

A rifle match between the representatives of No. 2 and No. 8 Companies took place at the Volunteer Rifle Range on Monday last, and resulted in No. 8 winning the match. A similar match, between ten men of No. 1 Company and ten of No. 6, was shot at, on the same Range, on Wednesday, and resulted in the victory of No. 1 by 41 points.

The floods at Clarence River are reported to have been very heavy. On the 20th instant, the telegraph line at Tabulam was swept away for upwards of a mile.

A child, named Fordington, residing in Bourke-street, Wollomooloo, sustained serious injuries on Sunday evening through his clothes taking fire.

A lad named Samuel Potter was accidentally wounded by the discharge of a gun last Saturday. The shot took effect in the back, but the injuries inflicted are not of a serious nature.

The body of Mr. Beresford Hudson (lost in the bush since the 2nd instant) has been found under the Big Red Rock, near North of Newcastle. He is supposed to have died from exhaustion and exposure to the weather. Verdict.—"Found dead."

A robbery was lately committed by two armed men at Mr. Lodge's Inn, on Binalbaine Plains. The same parties then proceeded to Mr. Hilton's public-house, on the same road, and robbed the landlord of his wine and tobacco.

In St. Patrick's entitled Ireland Park. The young son of Mr. O'Leary, a musical artist, is the cause of the recent performances at the theatre.

He is said to be the best and most painstakingly educated boy in the city. The pieces he has composed have also met with considerable success.

His mother, Mrs. O'Leary, is a widow, and the man's name is Thomas O'Leary.

He is a native of Ireland, and has resided here for some time.

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## ESCAPE OF JAMES MORRILL FROM THE BLACKS.

The return of JAMES MORRILL to civilisation, after an involuntary residence of seventeen years among the aborigines, is an event of great interest. Some other cases somewhat similar have occurred before, but none, perhaps, more remarkable. The Peruvian and its misfortunes had long been forgotten, till one survivor suddenly turns up to tell its history, and then old colonists call to mind that there was such a vessel, and that she left Sydney and was never heard of afterwards. Many a ship has similarly perished on the same route, of which no such record will ever be producible. In a few years, however, our north-eastern coast will no longer be a terra incognita. There will be settlements at intervals all the way from Cape York southwards, and mariners wrecked on the reefs will be able without any long journey to make for the abodes of civilised men. MORRILL has been for seventeen years waiting till settlement crept up to the neighbourhood where he was wrecked. He does not seem to have been ever inspired with a desire to force his way on foot down to the settled districts. The blacks, probably, would not have allowed him to attempt it, and the risks of running the gauntlet of so many tribes would probably have proved fatal.

The kindness with which the shipwrecked party was received by the natives is a parallel to the similar kindness with which BRAXX and WILLS were treated at Cooper's Creek. Perhaps in both cases the very helplessness of the white men was their best protection. Cruelty and oppression mostly proceed from fear.

That cannibalism does exist to some extent among the natives Mr. MORRILL's testimony proves, but it is not a common or favourite practice, and some superstitious ideas are connected with it. This same superstitious element seems to be connected with the practice among the South Sea islanders, and may have its origin in some tradition common to both races. On this point, DR. SEMANU in his late work on Fiji says:—“Fijians always regarded eating a man as the very acme of revenge, and to this day the greatest insult one can offer is to say to a person, ‘I will eat you.’ In any transaction where the national honour had to be avenged, it was incumbent upon the king and principal chiefs; in fact, a duty they owed to their exalted station, to avenge the insult offered to the country by eating the perpetrator of it. I am convinced, however, that there was a religious as well as a political aspect of this custom, which awaits future investigation. Count STRELETSKI, whose powers of observation have given him an insight into savage life few travellers have attained in so eminent a degree, fully agreed with me when some time ago this subject was the topic of conversation between us. There is a certain degree of religious awe associated with cannibalism where a national institution, a mysterious bazaar akin to a sacrifice to a supreme being, with only the select few, the tabu class, the priests, chiefs and higher orders, were deemed fit to be connected. The cannibal forks obtained at Namosi tended to confirm this belief. There was the greatest reluctance to part with them, even for a handsome equivalent, and when parted with, displaying them was objected to. This I thought at first very natural, as they were said to be heirlooms, and the owners did not like to expose themselves to the odium of having trafficked in things like them. But when, afterwards, they were shown to parties who could know nothing of the transactions, their faces always assumed a serious aspect, and they were most anxious that I should put the forks out of sight, especially that of children. My handing them seemed to give as much pain as if I had gone into a Christian church, and used the chalice for drinking water.”

The amount given by MORRILL of the gradual diminution of the shipwrecked party, is very affecting. As long as even four of them remained alone, they could at least comfort each other with hope and mutual sympathy, and hear the pleasant accents of their own language. But when he was left alone the sense of solitude must have been intense. That the only boy in the party lived for nearly two years, and that the only female should have lived for nearly three, is a proof that the natives did not grudge what food was available. Indeed it seems probable that they died less from starvation than from sickness of the heart, and hope deferred. The mind was scarcely braced to endure so prolonged a trial. The absence of clothing and exposure to the weather were, no doubt, trying; but it would be possible to get accustomed to this, if there were no mental depressing influence, constantly sapping the vigour of the constitution. Had the coast been uninhabited, the whole party would probably have soon died. During the first fourteen days they spent on shore, and until the natives discovered them, they subsisted solely on shell fish. The natives, however, have other resources, which they opened out to the party, and of which in that district so fertile alike in animal and vegetable life, there seems generally to have been a sufficiency.

That MORRILL should have lived on the Burdakin for seventeen years under unfavourable circumstances as to food and shelter, and have suffered no permanent injury to his constitution, may be accepted as a favourable indication of the adaptability of the climate to the European constitution, and as rebutting the fears of those who thought that Port Denison would prove too tropical to be healthy to the white man.

The relations between the frontier settlers and the natives have always been unsatisfactory, and no one seems yet to have found out the secret of thoroughly conciliating and utilising the aboriginal race. That they have been very frequently guilty of outrages on persons and property, is undeniable, but too often the outrage has been a retaliation for injury or insult received. If they could be protected from ill treatment, and could understand how that protection would be afforded them, there would be less to apprehend. The mere disarming of their fears and suspicions would go a long way towards reconciling them to the intrusion of the white fellow. JAMES MORRILL will form a useful interpreter of the benevolent views of the Government, and will be able, perhaps, to make the natives comprehend that the strong arm of the law will be exerted to protect them when wantonly injured by settlers or their servants, as well as to punish them when they commit depredations or acts of violence. He could not put to better purpose his knowledge of the native language and native modes of thought, than becoming an interpreter to his late companions of the views of the Government towards them, and an interpreter to the Government of their wishes and complaints, and the service he would thus render would be a real act of gratitude for the kindness that has been shown to him. Queensland is fortunate in unexpectedly obtaining what may prove so useful an instrument in dealing with the native question, and his agency wisely employed may

prove far more effective in maintaining the peace than the native police has been, or ever could be.

Sydney Morning Herald, March 14.

## THE WRECK OF THE ORPHEUS.—INQUEST.

The verdict in the case of the Orpheus was a very proper one. If the jury had not recommended that course we could scarcely suppose the Government of England would pass over the loss of a vessel under such circumstances without scrutinising the cause of the misfortune, and vindicating those who may be free from blame. The question was raised, whether a jury had a right to enter upon the examination of the causes which led to the loss of the vessel. Of this, there can be no doubt. If the vessel had been lost by culpable ignorance or mismanagement—if any of the surviving parties concerned in the navigation had failed signally in the discharge of their duty, unquestionably they would have been responsible under a Coroner's inquisition. This must, of course, include an inquiry as to the position of the ship—whether or not those in command had taken proper measures to acquire a knowledge of the harbour; whether they had or not paid due attention to the signals from the shore, or whether those signals had been made in time, or with sufficient distinctness. There cannot be the slightest doubt that if culpable ignorance or rashness is exhibited in the navigation of a vessel, the persons in charge are liable to the penalties of manslaughter should death ensue. But from the nature of the case the jury could scarcely feel themselves qualified to pronounce an authoritative decision, especially as the persons having charge of the vessel were, for the most part, numbered with the dead. It is a noble idea, and one well worthy of universal observation, never unless upon some grounds of public necessity to speak evil of the dead. But there are occasions when no such delicacy is justifiable, because the conduct of the dead survives in its authority and in its influence in a specific form. Thus it may be necessary to weigh that conduct with the minutes accuracy—to lay it open with the most unsparring detail, in order that the world may not suffer from its oblivion, and that those who are often involved in the apparent guilt of actions due to the conduct of the deceased, may stand clear before the world. In short, the maxim which every right-minded man binds himself to observe wherever there is no public interest in conflict, ceases to be operative when the question is the loss of a ship of war—whether that loss was the result of inattention and rashness on one of those misfortunes which admit only of lasting regret.

If, however, we must stand on our guard against the idea that death covers the faults of men who have held great responsibilities and involved others in destruction, it is equally just that we should treat the memory of the dead with the extreme tenderness, and believe everything to have been rightly done that is not proved to be the reverse. There seems to be a peculiar obligation in prosecuting inquiries of this kind to remember that perhaps a single fact which could have been known only to persons no longer among the living might justify, because the conduct of the dead survives in its authority and in its influence in a specific form. Thus it may be necessary to weigh that conduct with the minutes accuracy—to lay it open with the most unsparring detail, in order that the world may not suffer from its oblivion, and that those who are often involved in the apparent guilt of actions due to the conduct of the deceased, may stand clear before the world. In short, the maxim which every right-minded man binds himself to observe wherever there is no public interest in conflict, ceases to be operative when the question is the loss of a ship of war—whether that loss was the result of inattention and rashness on one of those misfortunes which admit only of lasting regret.

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whales, thousands of natives from all parts came to visit the unhappy suff'ers, who gradually sank from exhaustion, with the exception of Morrill. Singular to relate, Morrill had never heard of the presence of the camels accompanying the exploring parties, though such animals invariably attract the public, and necessarily have become a subject of conversation. Probably he was in the dark as to the movements of his own race, as he was acquainted with but the very vaguest knowledge of a few of the many coast murders that have taken place within the past few years.

## RAILWAYS.

In pursuance of the vote of the Assembly for the simultaneous construction of the three trunk lines of railway, seven contracts have within as many months been taken for extensions to the south, the west, and the north. The new lines have been laid out upon a more economical scale than those now in working or in course of completion. On the old lines there are no steeper gradients than in sixty-six, but owing to the proportionality of the radius of curves to be crossed, gradients of one in thirty are now considered as being sufficiently safe, and the cost will be less expensive than the old. Mr. Wharton's estimate of the cost of the new extensions was £8500 per mile for the Southern and Northern lines, and £10,000 for the Western. The contracts have been taken at extremely low prices, and should the contractors be enabled to fulfil their obligations, the new lines will be easily adopted, and curves of one in eight chains radius, the ballasting of the new lines will also be of a less expensive character than the old. Mr. Wharton's estimate of the cost of the new extensions was £8500 per mile for the Southern and Northern lines, and £10,000 for the Western. The contracts have been taken at extremely low prices, and should the contractors be enabled to fulfil their obligations, the new lines will be easily adopted, and curves of one in eight chains radius,

The bridge is suspended on the Sydney side by a viaduct of several hundred feet in length, which is erected in a very workmanlike and substantial manner, the supports being of colonial hard wood; the bridge itself is supported on four stone piers, the two central ones being splendid specimens of masonry. On entering from the viaduct, you find yourself between two massive walls, the iron plate, which extends along the whole bridge, and which is in main sight. The appearance of those bulwarks naturally brings to mind those iron defences which are now being so anxiously tested at home; though these, being for peaceful purposes, are, of course, only of the strength considered necessary to support the strain of the bridge, and not to resist the ponderous missiles of a Whitworth or an Armstrong gun. The scene here is a very busy one, different branches of the works being carried on at the same time. The locomotive runs smoothly on its bed of iron plates or rails, the engine is passing along, pushing its more giddy craft, and all around the clink of hammers closing rivets up, is mixed with the roar of the small portable forces used for heating the rivets previously to fixing them in their places; by the way, the fixing of those same rivets is an interesting process, showing how simple and effective certain of those ponderous works is effected.

The viaduct in the shape of a large blunt ended nail, is heated in a small forge, and when it is hot, the red hot rivet is to a workman behind the plate, in a second or two the red hot piece of metal is driven into the plate, the rivet being removed, the rivet expands and becomes tight, like a screw, projecting through the hole pierced for its reception, when it is ministered to by two workmen, who with three or four smart blows partially flatten the projecting end against the iron plate; an iron tool with a concave end is then placed on the rivet, which is still in a heat, a few well directed blows on this finish the job, and the rivet is then removed, the rivets prevent the round bulwarks from appearing thereupon attaining. The girders, which make up the whole length of the bridge, are double on each side, a space of about two feet between, forming a long tube on either side, of great strength and sustaining power; and these girders run on iron rollers, instead of being permanently fixed, so as to allow for the expansion and contraction of the metal which accompany change of temperature, and thus avoid unnecessary strain on the bridge. The height of these girders will be 12 feet 6 inches, and their total length 400 feet from the first pier to the last.

A third section of the Great Western extension from the Nepean towards Bathurst will be submitted to competition in the course of next month. This section will complete the line from the vicinity of the Blue Mountain Inn to within a short distance of Mount Victoria,—as far as the plans and sections have been approved of by Parliament. The works will not be far off as those on the sections already contracted for. Up to the east of the Great Western the railway runs almost parallel with the main road, but thence to Bathurst it will bend round to the northward, so that beyond Mt. Isangong there will be a tunnel through the Gibraltar Mountain five hundred yards in length; after that the works will be comparatively light, there being no gradient steeper than 1 in 40; and it is probable that the cost will not exceed £7000 per mile. It is probable that the length will be divided into two contracts.

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The contractors for the Great Southern Railway from Singleton as far as Liddell, a distance of fifteen and a half miles, has, during the last month, been contracted for. The length was almost equally divided into two sections, the first of which was contracted for by Messrs. Riddle and Co. The works are to be completed in eighteen months. Mr. Walton, from Victoria, was the successful tenderer for the second section, but having failed to satisfy the Government with regard to his sureties, the contract was given to Mr. Blunt, a recently a sub-contractor under Sir M. Petre and Co. Mr. Blunt was the next lowest tenderer, and has agreed to take the works at Mr. Walton's price.

The contractors for the second section of the Great Southern extension beyond Picton—Messrs. Shuttleworth and Wallace—have been unable to carry out their works, and their contract has been handed over to Messrs. Larkin and Wakeford, who have undertaken to carry it on at the price at which it was dist.

The railway bridge across the Hunter at Singleton—a timber structure on stone piers was completed in September last. The works were proceeded with rather slowly, and were stopped about a month since, the contractor—Mr. Heriotte—being unable to carry them out. One of the piers was nearly finished, and a coffer dam had been commenced, for the foundations of the second pier. The contract was handed over, last week, to Mr. Mason, who recently constructed the Woolloomooloo semi-circular wharf, and the contractor for the work will be c

onstructed without further interruption.

In our next monthly Summary we hope to be able to report definitely with regard to the completion of Sir M. Petre and Co.'s Southern extension, the works being in a very forward state. The Menangle viaduct is being rapidly proceeded with. A continual line of plate is now carried to the fourth pier, the whole of the bottom boxes and of the cross girders being placed and riveted, and the upright pieces being fixed to within about seventy feet of the last pier, but none of the top boxes have yet got put on. It was at one time apprehended that the floods would carry away the temporary staging before the girders were fixed, but, though the river rose thirty feet above its usual level, no such disaster occurred. The works are now so far advanced that, should a flood carry away the staging, the superstructure would sustain no injury. Progress is also being made with the permanent way, the rails being laid and the line ballasted, to within three miles of the top of the hill. The whole of Sir M. Petre and Co.'s works on the Southern line are to be completed in three months from the date when the contractor for the station premises at Picton is allowed three months for their completion; it is supposed that the Government do not contemplate opening the extension for traffic before the 1st of July next.

It was expected that Sir M. Petre and Co.'s Northern extension from Branxton to Singleton would have been opened for traffic on the 17th instant, the anniversary of the discovery of the gold in California. The heavy rains, however, that have fallen during the past month, caused the settlement of the embankments, and otherwise seriously impeded the works. All the plates are now linked, and the ballasting of some two or three miles is all that now remains to be done. No date has yet been fixed for the opening.

An order is sent home by this mail for the ironwork for the railway bridge across the Nepean at Penrith. Upon the stone piers, which are now in course of erection, there will be tubular girders similar to those at the Menangle viaduct. The Government were in touch with the various firms for tenders for these girders, but the prices asked were considerably in excess of the cost of importing them from England. An order has, however, been given to the lease of the Fitzroy Iron Mine, at Mittagong, for ten thousand rails, to be delivered at such points of the various extensions as may be required, of a pattern and quality to be approved by the Engineer-in-Chief; the price agreed upon being £12 per ton. A promise has been made to deliver 50 tons per week within eight weeks from the 1st of March, and 120 tons per week thereafter, until further notice. Relying upon the ability of the contractors to supply the quantity required, no orders for rails have for several months been sent to England.

The works on the branch line to Windsor and Richmond are in active operation and are in some portions well advanced. A contract has been taken by Mr. Atkinson for a viaduct sixteen chains in length over a large watercourse near Windsor. Tenders have been called for the construction of a viaduct South Creek; it will be an extensive work, twice as long as the one just mentioned, spanning by a laminated arch. This structure, which is to be tendered for on Tuesday next, will complete all the works on the railway with the exception of the permanent way. The rails have been sent for from England and are shortly expected, and, should the weather not prove unfavourable, the line will probably be finished at the commencement of next year. Hitherto, the subdivision of the work into small contracts, as was so often inferred, proved very advantageous with regard to their economical execution, the cost of the works, so far as they have proceeded, being within Mr. Weaver's estimate.

The works for the Waratah Coal Company's line are progressing, under the direction of Mr. Weaver. For the present, the line will connect with the Great Northern Railway at the Waratah station; but, ultimately, it is proposed to carry the rails to Honey-suckle Point, where the new coal basis is to be produced.

## MESSRS. FREEMAN'S PHOTOGRAPH OF THE MENANGLE BRIDGE.

The Messrs. Freeman, of George-street, have taken, in their best style, a photograph of the tubular girder bridge now in course of construction across the Menangle River, for the Great Southern Railway. The picture takes in the entire length of the bridge, showing how far the girders have been fixed, the figures indicating the girt size of the structure.—

The photograph is beautifully executed, and gives a very accurate idea of the massiveness and solidity of the bridge, and also of the picturesque scenery along the river.

We subjoin a description of the Menangle bridge, recently furnished by a correspondent:

"The Menangle bridge is designed to carry the railway across that river to Picton. The Menangle has a branch of the Nepean, and though generally only a small stream, becomes during a flood a mighty torrent; the water at the spot having risen to an extra height of twenty and forty feet, thus proving the necessity of erecting a bridge of sufficient strength to resist such an overwhelming weight of water."

"On leaving the station, which is situated in the bridge, the spectator is struck with the lively scene which presents itself, the quiet padlock in the bush having been rapidly transformed into a tumult of small bats, nests, and wooden workshops, with all the paraphernalia of cranes, forges, carpenters' shops, and other engineering appliances; while the heavy black furnace, the clearing of the anvil, and the rattling of the hammer, are the voices of voices the busy workshop play at their various occupations."

"The bridge is suspended on the Sydney side by a viaduct of several hundred feet in length, which is erected in a very workmanlike and substantial manner, the supports being of colonial hard wood; the bridge itself is supported on four stone piers, the two central ones being splendid specimens of masonry.

"On entering from the viaduct, you find yourself between two massive walls, the iron plate, which extends along the whole bridge, and which is in main sight.

"The appearance of those bulwarks naturally brings to mind those iron defences which are now being so anxiously tested at home; though these, being for peaceful purposes, are, of course, only of the strength considered necessary to support the strain of the bridge, and not to resist the ponderous missiles of a Whitworth or an Armstrong gun. The scene here is a very busy one, different branches of the works being carried on at the same time.

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"The pieces deserve special attention, as splendid specimens of solid masonry; the stone they are built of is a very fine description and regular in colour, and is obtained from a quarry close at hand; it is worked as fine as the walls of any lordly mansion—in fact few private houses can boast of such beautifully finished masonry. The two central piers are the principal ones, as they span the usual width of the river, and are double on each side, with a space of about two feet between, forming a long tube on either side, of great strength and sustaining power; and these girders run on iron rollers, instead of being permanently fixed, so as to allow for the expansion and contraction of the metal which accompany change of temperature, and thus avoid unnecessary strain on the bridge. The height of these girders will be 12 feet 6 inches, and their total length 400 feet from the first pier to the last.

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# THE SYDNEY MORNING HERALD, SATURDAY, MARCH 21, 1868.

## MONTHLY COMMERCIAL REVIEW.

March 20th.

There is no alteration to report in the state of the money market, the rates of discount still being at 7, 8, and 9 per cent.

The rates of exchange for bills on London charged by the banks rule as follows:—Buying rate, half per cent; discount, selling rate, per cent.

The exchanges during the month have been below the average, and are unimportant.

A general account has been taken in the money market during the month, and prices continue to rule in favour of the sellers. There is still a variety of stock offered, and the shares of our favourite dividend-paying companies are readily taken at full rates.

The fluctuations during the month have been very limited, and prices of almost all securities have remained unchanged. The news from England of the increased value of Australian securities tends to increase the number of investors which are sent over to Australia, and the rates of interest which are offered above rule higher, as there is still a fair amount of capital awaiting investment. Bank shares are inquired for. Some large transactions have taken place in New South Wales shares at from £47 10s. to £48 per share, and there are now buyers at the latter figure, with a tendency to advance. Commercial Bank shares are firm at the quotation. Australian New South Wales shares are in regular demand, and a further advance of 2s. 6d. per share has been established. In Union Bank shares there have been no transactions this week, and price nominal. Steam shares are in better demand than they were last month. Australian Steam Navigation shares are in favour, and are expected to rule higher. Hunter River New Steam Navigation shares have been disposed of at the same price they were worth with the dividend, and are now in demand. The Alberts are remarkably well sustained on both sides, the National as yet having the advantage, although to win the match they have to make one run, and have two wickets to fall, so that there is still a chance for their adversaries. The Alberts also played the United Maitland Club, and found them able foemen—the preliminary arrangement being that it was to be a one-day match. If won, it would be decided by the first innings, that was in favour of the city, and before the stumps were drawn the match was drawn to a very doubtful issue—the Alberts, to win in both innings, having fifteen to earn with three batmen, against very good bowling.

VISIT OF ENGLISH CRICKETERS.—*—Apropos of the visit of the noble team of English players with whom you are interested, to be favoured next season, a word may be said as to the cost of their passage. New South Wales is behind neither of her other colonies in appreciation or patronage of first-rate cricket. And had with enthusiasm satisfaction the advent to her shores of such pre-eminent ability as that which Paul appears to have selected for the delegation of this country. It is a matter of public knowledge that Mr. George Marshall, of Melbourne, has exercised every care in arranging this expected visit, and it is generally known that he will be peculiarly interested in the speculation. We shall be gratified to see a failure in the enterprise as would deprive Australia of the gratification of welcoming the All-England Eleven next season, and feel quite as much regret if the visit is made should in great part prove unsuccessful. Such, however, assuredly would be the case as far as New South Wales is concerned, if it were not for our own under the auspices of Mr. Marshall, who, never failing to do his best, has himself entirely usurped the proceedings, and is subsequent to the last intercolonial match, it is therefore gratifying to find, in order to obviate such a difficulty as that indicated, and to protect the interests of the British players, Mr. Lawrence has, by the outgoing mail, placed himself in communication with their chief, recommending that, in any arrangement to be made with him, a distinct and separate engagement be made with the New South Wales. In order to show his sincerity in this, we believe, preferred a guarantee in view of such distinct arrangement, it is supported by gentlemen of ample means, and a recommendation of this kind from such a source, and so well founded, will, no doubt, have due weight in England.*

RELIGIOUS MEMORANDA.

CHURCH OF ENGLAND.—The Rev. Mr. Walton, curate of Christ Church, Mary-le-Bow, London, lately arrived in Sydney. Mr. Walton is on a tour for the Dean of Canterbury, who is on a visit to Melbourne.

Rev. Mr. Black, late of the diocese of Melbourne, has been appointed by the Dean of Sydney to the rectory of St. John's, Parramatta.

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Incorporated by Act of Parliament, 1857. New South Wales, 1857.

**ASSURANCE BRANCH.**

Annual premium to secure £100. £3. 1s. 5d. per annum.

BONUS ADDITION at the end of five years, £5 1s.

(making the amount assured £108 1s 8s.) Further bonus at the end of TEN years, £23 1s. 7d., making an assurance of £138 10s. 7d.

ASSURANCES by a limited number of annual premiums.

ASSURANCES payable at certain ages, or at

premises, or under JOIN LIVES ASSURANCES, &c., &c., effected on equal terms.

PROSECUTIONS and all information may be obtained

from any of the Agents and Medical Referees, and at the Principal Office.

ROBERT THOMSON, Actuary and Secretary.

Principal Office, Hunter-street, Sydney.

August 1st, 1862.

**A LLIANCE INSURANCE COMPANY OF LONDON.** Capital £50,000.000.

First-class.—Stone and brick dwellings, from 3s. to 6s. 6d.

Second-class.—Stone and brick stores, from 4s. 6d. to 10s.

per cent.

An advance of 15 per cent. on above rates for retail

trade risks 25 per cent. advance on above rates of premium.

TRACER, DANIELL, and CO., agents, 10, O'Connell-street.

A USTRALIAN GENERAL INSURANCE COMPANY.

Capital £400,000.

Established 1859.

Office, New Pitt-street, opposite EASTON Office, Sydney.

DIRECTORS:

Frederick Fanning, Esq., Chairman.

William H. Eldred, Esq., Deputy Chairman.

John de la Lamb, Esq.

Charles Smith, Esq.

James Milson, Junr., Esq.

Edward Wyld, Esq.

AGENTS IN LONDON:

Mrs. Brown and Co., 62, Mountgate-street.

Mr. Hunt, 10, Hanover-street.

Agent, MARYBOROUGH.

Henry Palmer, Esq.

Marine risks on goods to and from all parts of the world, and time or voyage risks of vessels taken at lowest current rates, paid in London, or at the office.

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HENRY T. FOX, Secretary.

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D E R WENKI AND TAMAR FIRE AND MARINE INSURANCE COMPANY.

S Y DNEY B RANCH.

Risks on fire at all times insured free from average under five pounds per cent., unless general.

Claims for losses or average are payable by the Company at three months after settlement of the same.

Claims for loss or damage are made payable in London, required, policies for the same being granted in triplicate.

Office, Patent Slip Wharf, Fleet-street, where applications for insurances will be received.

TOWNS and DARLEY, Agents.

F I N E S U R E A N C E S.

Office, corner of Pitt and Hunter streets, Sydney.

Incorporated by Act of Council, Vict., 1856.

S Y DNEY INSURANCE COMPANY.

Capital £200,000.

DIRECTORS:

M. E. MURKIN, Esq., CHAIRMAN.

T. C. B. BRADY, Esq., DEPUTY-CHAIRMAN.

THOMAS MOLT, Esq., M.L.A.

THOMAS W. SMART, Esq., M.L.A.

RICHARD JONES, Esq., M.L.A.

JOHN FAIRFAX, Esq.

Surgeon—Dr. JAMES HUNTER, Esq.

Surgeon—Dr. JAMES DYTHER.

The Sydney Insurance Company policies for protection against fire, for sums ranging from £10 to £100,000. The subscribed capital is £200,000, with unlimited liability of a large and wealthy colonial proprietor.

Claims for losses or average are payable by the Company at three months after settlement of the same.

Claims for loss or damage are made payable in London, required, policies for the same being granted in triplicate.

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I MPERIAL FIRE INSURANCE COMPANY.

Established upwards of half a century.

Capital £1,000,000.

Res. to most unusual loss, £200,000.

Deliveries of goods, furniture, &c., Stores and buildings in which trades are carried on, Ships in harbour or dock.

Insured at current premiums.

Losses from fire and lightning made good, and all claims on adjustment, paid in Sydney.

GRIFFITHS, FANNING, and CO., agents, Spring-street.

N E W ZEALAND INSURANCE COMPANY.—Capital £50,000.

With unlimited liability of shareholders.

Risks taken to all parts of the world.

Marine Surveyor—Captain R. F. POOLEY.

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N O RTHERN FIRE and LIFE ASSURANCE COMPANY.—Capital £100,000.

President: J. MONTFORD, Esq., Chairman.

JAMES BYRNE, Esq., Vice-Chairman.

J. M. LEIGH, Esq.

HEAD OFFICE, Pitt-street, opposite the ORIENTAL HOTEL.

This Company is now prepared to effect transactions in the several branches of FIRE and MARINE INSURANCE.

The Directors meet daily for the despatch of business.

Claims upon the Company will meet with equitable adjustment and prompt settlement.

Marine losses are made payable in Sydney or London, the option of the Insurer.

Forms of application and all other information may be obtained at the Company's office, as above.

C. M. SMITH, Manager.

R OYAL FIRE and LIFE INSURANCE COMPANY of LIVERPOOL and LONDON.

Capital £200,000.

S Y DNEY AGENCEY.

This company has ever been of a high character for its liberal and prompt payment of claims, and the undersigned are empowered to settle all claims in the colony.

RATES of PREMIUM.

At the last annual meeting of this company a bonus was again declared to the policy-holders (payable with profit) equivalent to 2 per cent. on the amount of their policies for each year they have been current—a continuation of success never, we believe, exceeded by any life office.

The Directors report describe the Life Branch from the commencement, and exhibit an account of business done, an extent beyond the most sanguine anticipations which had previously been formed.

English rates of premium charged.

Lives claimed in the colony without reference to England.

Medical Referee—Dr. O'Brien, M.M.C.

Proportion, modes of rates, and forms of proposal, with the fullest information, will be furnished on application to LAIDLAW, IRVING, and CO., agents Lloyd's Chambers, George-street.

Monteagle and MONTEFIORI.

Monte



## SALES BY AUCTION.

ON MONDAY next, 23rd March.

## CITY FREEHOLD PROPERTY.

CLARENCE-STREET.

Cottage No. 167, together with the Land, having about 42 feet frontage to Clarence-street, nearly opposite Barrack-street, close to the Crispin Arms Inn.

TITLE unquestionable. For full particulars apply to WILLIAM M'GUIRE, Esq., solicitor, 139, King-street.

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, on MONDAY, 23rd March, at 11 o'clock.

The above well-known valuable freehold property, Clarence-street.

## TERMS at sale.

## TO MECHANICS AND OTHERS.

## SHEPHERD'S NURSERY ESTATE.

WEATHERBOARD COTTAGE, in ROSE-STREET, near the corner of Cleveland-street; and THREE VALUABLE BUILDING ALLOTMENTS, fronting CLEVELAND-STREET, at the corner of Rose-street, a few yards from the city boundary stone, and known as formerly the property of Mr. George Cooper.

WEATHERBOARD COTTAGE in Pine-street, formerly the property of Mr. John Jolly.

## FOR POSITIVE SALE.

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, on MONDAY, the 23rd March, at 11 o'clock.

The above weatherboard houses, containing four rooms and kitchen, sheds, &amp;c., formerly the residence of Mr. George Cooper, occupying an allotment of land, having 18 feet frontage to Rose-street, 120 feet deep from the street, with Cleveland-street; LOTS 2, 3, and 4—Two 2-story brick houses, lot 1, each having 20 feet frontage to Cleveland-street, at the corner of Rose-street, with a depth of about 80 feet.

LOT 5—a small weatherboard cottage, consisting of 2 rooms and kitchen, occupying an allotment of land having 20 feet frontage to Pine-street, and extending back to Black Wallie Creek. This lot is known as part of the purchase made by Mr. John Jolly.

The above are well-known as portion of Mr. Newland's property, and are brought into the market for positive sale.

## SKELLINGTHORPE HOUSE AND GROUNDS, St. PETER'S, COOK'S RIVER ROAD.

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, on MONDAY, 30th March, at 11 o'clock.

The first class commodious family residence, SKELLINGTHORPE HOUSE, together with the grounds belonging thereto, containing an area of about three acres, having about 400 feet frontage to Cook's River Road, and abutting on the garden grounds attached to the Parsonage of St. Peter's Church.

The house is of modern style, most substantially built of brick, with a tiled roof, two stories high, and well guttered and spiced. It has verandahs on three sides, and contains on the ground floor—

## DRAWING-ROOM, 20 x 17.

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## BREAKFAST-ROOM, 16 x 17, divided by folding doors from the Drawing-room.

## LIBRARY, 16 x 17.

## Pantry.

On the first floor—2 bed-rooms, each 20 x 17, 2 smaller bed-rooms, 2 dressing-rooms, attached to a good kitchen, and servant's room, above, with courtyard, stables, coach-house, groom's room, &amp;c., at the rear.

There is an abundant supply of water from a large reservoir, into which the roof-water is directed.

The GROUNDS—A large area, commanding the house, containing about one acre, and a half, having 400 feet frontage to Silver-street, extending back to the garden belonging to St. Peter's parsonage. They are tastefully laid out as garden, shrubbery, paddock, &amp;c. The residue of the grounds consists of a large area, which occupies the house, having about 400 feet frontage to Silver-street, and west by high-water mark of Darling Harbour.

This is one of the largest and most valuable occupied blocks of land in the city. The whole of the Kent-street area is admirably suited for building site, commanding a beautiful view of the harbour, and the water frontage to the harbour, upon which a large vessel was recently loaded by Mr. Osborne, is, with the adjacent land, admirably adapted for wharf purposes and warehouses.

## Plan on view at the Rooms.

## TERMS at sale.

## MONDAY, 30th March.

## PERPETUAL SALE.

B.R.S. BANKE, QUEENSLAND.

The whole of the suburban Township of WEST MILTON.

Comprising 200 ALLOTMENTS, containing each about one quarter of an acre, on the main road to Ipswich, close to the river, about three miles from the town of Brisbane.

SUBURBAN PORTIONS, 35 and 206, containing severally 47 Acres and 50 Acres, near West Milton, the latter adjoining the newly erected residence of W.C. Bellbridge, Esq.

COTTAGE AND ONE ACRE AND A HALF OF LAND, the late residence of A.E. Dodwell, Esq.

TERMS—One-third cash, residue in three and six months, without interest.

TITLE—INDEFEASIBLE, being registered under Torrens new Act; and transfers will be given to purchasers for 25s. each lot.

RICHARDSON and WRENCH have received instructions from the proprietor to sell by public auction, at the Rooms, Pitt-street, Sydney, on MONDAY, 30th March, at 11 o'clock.

The following valuable properties, being choice selections in the suburbs of the town of

## BRISBANE, QUEENSLAND.

## WEST MILTON,

Comprising 200 ALLOTMENTS of about ONE QUARTER OF AN ACRE each, on the MAIN ROAD to IPSWICH, three miles from the town of Brisbane, adjoining the lands of JAMES HENDERSON, Esq., and in close proximity to the residence and grounds of A.C. GREGORY, Esq., W.W. MANNING, Esq., Hon. J.F. M'DOUGAL, Esq., T. H. M'LELLAN, Esq., W.L.G. DREW, Esq., R. CHIDDE, Esq., M. MARKWELL, Esq., and other gentlemen.

\*\* The site of this important township is unsurpassed by any other position in the suburbs of Brisbane, and is adverse to take place in Sydney in order to afford an opportunity to settle in a quiet, rural state of mind, colony for securing a freehold place of rest close to the capital of one of the MOST IMPORTANT, and certainly the MOST PROSPEROUS OF THE AUSTRALIAN COLONIES.

SUBURBAN PORTIONS, 35 and 206, in the parish of Indorapilly, about 3 miles from Brisbane.

No. 35 contains 47 ACRES, close to West Milton, and adjoining the well-known property, "LANG HARBOUR," belonging to the late Mr. JAMES HENDERSON and T. J. M. PRIOR.

No. 206 contains 50 ACRES, adjoining the residence and grounds of W.C. BELLBRIDGE, Esq.

SUBURBAN PORTION, No. 94, parish of Tingalpa, 156 acres, on the main road to Lytton, about 7 miles from Brisbane.

\*\* The above are noted blocks in the immediate vicinity of Brisbane.

COTTAGE RESIDENCE, containing 5 rooms with detached kitchen, &amp;c., together with 1½ acres of land, near Brisbane, the late residence of A.E. Dodwell, Esq.

Further particulars may be obtained at the Rooms; also on application to Messrs. Trundle and Cameron, Brisbane.

## Plans on view.

## FOR POSITIVE SALE.

## TOWN OF R.M.U.

That first-class well-known Country Hotel, THE R.M.U. INN, situated on the Western Road, crossing Emu Plains, now in full trade, and transacting a very extensive and profitable business.

## Title, unobjectionable.

## Terms, liberal.

RICHARDSON and WRENCH have received instructions from Mr. HENRY HALL, of Emu Plains, to sell by public auction, at the Rooms, Pitt-street, Sydney, on MONDAY, the 1st of June next, at 11 o'clock.

The above valuable country business premises.

THE R.M.U. INN, containing one-half of the TOWN OF R.M.U., in the head of the valley of the R.M.U., between the head of the valley of the R.M.U. and the Government subdivision—containing half an acre each—and forming ONE BLOCK, bounded on the south by BATHURST, or GREAT WESTERN ROAD, TO BATHURST, on the north by Jamison-street, on the east by Brougham-street, and on the west by adjoining allotments.

The PREMISES are substantially built of brick on stone foundations, two stories high, and contain large bar and parlour, large parlour, eight bedrooms, and a large cellar with cisterns.

The OUTBUILDINGS comprise detached kitchen, two stables and coach-house, good store, with granary over, corn bins, &amp;c., &amp;c.

On allotment No. 20 is a good garden and orchard, well stocked with fruit trees, and on Nos. 18 and 19, two stockyards, well adapted for the receipt and drafting of cattle, this being one of the recognised places for delivery of fat cattle coming from the westward.

THE EMU INN is now let to Mr. W.H. WOOD, at the rent of £150 per month, which he will pay on the 30th June, 1864, but for early payment of £100, the rent will be £120 per month. A weekly sum of £100 will be deducted from the rent of the inn, from its position in the midst of the gigantic works in connection with the extension of the railway to Hayter, cannot fail to be one of the most profitable houses on the western side of the NEPEAN RIVER.

The bringing this property into the market for positive sale, RICHARDSON and WRENCH think it is scarcely necessary to add any lengthy comment to the above brief outline of its description, as it must be patent to any one who has seen it, that its extensive and well-made walls, which will contain 1,000 tons, apart from the richness of the Emu Plains land for agricultural and grazing purposes, a very large population must be gathered and remain in the immediate vicinity of the Emu Inn, and consequently, but ordinary management on the part of an owner of such property must result in a handsome fortune being realized. The time of the year when the traffic is increasing day by day, and most rapidly extend as the great works for crossing the river and the plains are put in execution. To competent persons no surer fortune could be offered than the possession and working of this establishment, and the situation of such is particularly directed to its value.

As an investment, the substantial nature of the buildings, and the security of a large return from the valuable position of the property, are sufficient reasons to recommend it to the notice of the public.

Further particulars of the property may be obtained on application to Mr. Henry Hall, Emu Plains, or to RICHARDSON and WRENCH, at their Rooms, Pitt-street, Sydney.

## SALES BY AUCTION.

## THE SYDNEY MORNING HERALD.

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## MUSIC AND THE DRAMA.

The past month has not been remarkable for anything particularly important in the musical world, if we except the advent of the "Court Minstrels" and "Christy's Minstrels," two companies of modish waltzers, who have arisen from the sister colony of Victoria. The former have been performing for the last two or three weeks at the Lyric Theatre; while the latter have taken the large hall at the School of Arts, which is crowded to excess nightly with attentive and fashionable audiences. In fact, such a success has never previously been made by any company of musicians; and it is only fair to say that it is well deserved, for the Christy company comprises within it an amount of professional talent which rarely pertains to the class of entertainment which they furnish. We allude, of course, to negro, or Ethiopian minstrelsy. The only other modern musical which demands notice is one of those grand concerts that have been given since the date of our last Summary. The first in order of time was a classical concert given by Messrs. Robbie and Boulonger. It took place on the evening of the 3rd March, in the Masonic Hall, in presence of a large audience, among whom were Lady Yule and her suite; it may be said, all the musical élite of the city. The programme was eminently a classical one, containing selections from the works of Beethoven, Mozart, Meyerbeer, Kerner, Tieck, Sir Henry Smart, Gottschalk, and Paganini. On the evening of the 6th instant the Balmain Musical Union gave their second concert in that populous suburb, the entertainment being attended by a large audience. The programme consisted of some of the choicest morsels of the best religious and secular composers, and it gave the highest satisfaction, not merely by reason of the general beauty of the very admirable rendering of the amateur, who particularly acquitted themselves with little short of professional ability. The Sydney Philharmonic Society's fourth concert took place at the Freemasons' Hall on the night of the 17th March, in the presence of an audience more select than numerous, the inclemency of the evening materially interfering with the attendance. The programme was divided into two portions—sacred and profane. The first part commenced with the "Ave Maria," and "Gloria" of Mozart's celebrated Twelfth Mass; after which was sung, with much impassioned feeling, and a voice telling sweet, the chorus, "Oh, Father, whose Almighty power from the oratorio of Judas Macabeus." The other portions of the programme were likewise rendered with great effect, and were deservedly applauded by the audience.

**THEATRES.**—There is nothing new to chronicle in the theatrical matters this month. The Marsh Company are still drawing very good houses at the Victoria, and will, no doubt, continue to do so up to the close of the season, which expires with the current month. The theatre with which we are in the leasehold of Mr. Tolson, late of the Lyceum, who opens with a strong company in the beginning of April. The Lyceum, as we have above mentioned, is at present tenanted by the Court Minstrels, who have given a fair business since their opening, although the advent of the Christy troupe has more recently interfered with their success. "The Athenaeum," a little theatre exasperated by Mr. F. Younge at the Hall of Temperance, about to close, the amount of popular support with which it has been favoured being insufficient to meet the expenses incurred. The Prince of Wales, a magnificent structure, is rapidly approaching completion, and it is rumoured that it will be opened on the 24th May by the Lyster Opera Company. When finished, the Prince of Wales Theatre will be one of the largest and most elegant edifices of the kind in any of the British colonies. The stage and internal decorations are now about to be commenced.

## CARCOAR.

[FROM OUR CORRESPONDENT.]  
MARCH 17TH.—A preliminary meeting was held at the Victoria Hotel, in this town, on the 6th instant, for the purpose of taking a step to present an address and testimonial to Mr. Edward J. C. North, J.P., previous to his leaving this district. Dr. Rowland was voted to the chair, when it was resolved that an address and a silver breakfast set should be presented to that gentleman on Friday, the 13th instant, on which day the friends of Mr. North assembled in large numbers at the Victoria Hotel to honour him on the occasion. Amongst the company who honoured the Rev. J. A. Burke, W. R. Watt, Dr. Rowland, Messrs. N. Connolly, T. B. Icely, J. Smith, S. Meyer, W. Stewart, B. Stimpson, J. Marston, and E. J. North. The address was read and presented to Mr. North by the Chairman (Dr. Rowland) [see the address and reply in our advertising columns of yesterday], after which Mr. North was invited to a luncheon, where his health was proposed by the chairman, and drunk by the company in honour of the occasion. The health of Mrs. North's health was proposed by Mr. Connolly, and was drunk with enthusiasm. After several other healths had been drunk, the company broke up, being well satisfied with their day's proceedings.

**Mr. DALLEY.**—Several gentlemen proceeded to Bathurst last week, for the purpose of inviting our honourable member to Carcoar, but unfortunately that gentleman had left for Mudgee previous to their arrival.

The season in this district is most splendid. Every week we have several heavy showers of rain. Our crops are all generally running, and our forests are well covered with an abundant crop of feed. Live stock is fattening very fast. Farmers are busy ploughing; and a large quantity of land is ready sown. Thieves are prowling about in all directions, seeing whom they may plunder; and our police force is very small, and quite inadequate to the state of the district.

## GRAFTON.

[FROM OUR CORRESPONDENT.]  
TUESDAY, March 17.—Two accidents (fortunately not very serious) occurred here since my last. One happened through the capsizing of a stone-loaded truck upon a man, who suffered from the Clarence River breakwater. In this case, although severe wounds were inflicted, no bones were broken. The sufferer is now under the care of Dr. Purdie, and is progressing favourably. The other was made by one of Mr. J. F. Small's sons. The boy was mounted at the time, and, while going down a steep declivity, the horse slipped and fell upon him, breaking the small bone in his leg. His medical attendant speaks hopefully of the lad's recovery.

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